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COUNTRY Soviet Zone of Germany

REPORT NO. 25X1

TOPIC Soviet Supply Installations

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT September - November 1949

DATE OBTAINED 25X1 DATE PREPARED 20 January 1950

REFERENCES 25X1


PAGES 8 ENCLOSURES (NO. & TYPE)

REMARKS

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1. BARNAU (M 53/L 96) Clothing Depots

25X1 a. A Soviet material depot with a section for mending uniforms and underclothing was identified in BARNAU in the former German Army Clothing Depot on Berlinerstrasse (about 0.6 miles south of the railroad viaduct) in early September 1949. Clothing, medical equipment, motor vehicle spare parts and fuel allegedly were stored there. The following motor vehicles were in the depot during the time of observation:

25X1  truck with soldiers wearing red-bordered black passenger car epaulets  
truck with soldiers wearing blue epaulets  
truck  
truck  
truck with soldiers wearing black epaulets

25X1 b. Soviet uniforms were also stored and repaired in the German Army Clothing Branch Depot. About 150 German workers were employed there, in addition to war-disabled ex-servicemen. It was rumored that some of the Soviets employed there will be discharged in the near future.

2. DERBEN (M 53/Y 93) on-Elbe Fuel Depot

a. It was learned on 24 November 1949 that the fuel tanks of the DERBEN-on-Elbe fuel depot had been removed by the Soviet "Buna" Corporation about 2 months previously.

b. The underground fuel depot is on the northern edge of DERBEN-on-Elbe. The installations of the depot, including a railroad spur track, were demolished and most of them dismantled immediately after the war. The capacity of the depot was said to have been about one thousand cubic meters.

3. MARBACH (M 51/J 27) Ration Supply Depot

a. It was observed on 17 November 1949 that the ration supply depot in the ERFURT-MARBACH silo was still guarded by a strong

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No Change in Class.

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detail. Ten boxcars and three flatcars which had been loaded in the depot were seen on the railroad spur track during the time of observation. Each flatcar was loaded with two new field kitchens.

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2d Lt YAROSLAV was in charge of the installations.

b. The depot was assigned to the "Transportgesellschaft" (transport company) at 26 Nordhauserstrasse, on the corner of Veilchenstrasse. This company was headed by Maj SHAPIROV.

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4. FINOW (M 53/V 08) "Waldeslust" Ammunition Depot

a. It was observed on 13 October 1949 that the former "Waldeslust" ammunition plant, located about a half mile northeast of FINOW on Lichterfelderstrasse, was used as an ammunition depot. According to workers, old ammunition was cleaned and packed there. Deconstruction of buildings and wooden sheds was observed in the depot area. The guards observed wore red-bordered black epaulets.

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c. The area covers about 800x1,000 feet. The depot is bounded by the Hohenzollern Canal to the north.

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5. GERA (M 51/K 06) Ammunition Depot

a. It was observed on 2 November 1949 that artillery ammunition was stored in the former ammunition plant north of GERA-TINZ. Trucks were loaded with about 60 ammunition boxes each during the time of observation.

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b. The former German ammunition plant, which is partially underground, borders on the GERA-TINZ barracks in the direction of ROSCHUETZ (M 51/K 06). The surface installations observed in this depot consisted of 15 large-size cantonment buildings (about 250x65 feet).

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6. GLOEWEN (M 53/Y 98) Former Ammunition Depot

It was observed on 23 November 1949 that the installations of the former GLOEWEN ammunition depot had been entirely dismantled since 1946. The machinery was shipped away, the bulk of it to MINSK. The shops and the ammunition stored there were destroyed. The ammunition in question is said to have been mainly mortar.

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The excellent concrete roads were also destroyed in the summer of 1949.

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7. JUETERBOG (N 54/E 69) Ammunition Depot and Slaughterhouse Fuel Depot

a. JUETERBOG Ammunition Depot: It was learned in late October 1949 that German infantry and artillery ammunition was cleaned, packed and stored or loaded at the JUETERBOG ammunition depot. New ammunition was also delivered to the depot.

b. Slaughterhouse Fuel Depot:

(1) Seven railroad tank cars, from which fuel was transferred to barrels, were observed on the railroad spur track at the slaughterhouse on 28 October 1949. It was observed that loaded truck [ ] left the depot in the direction of the village of EHM (N 53/E 69).

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(2) Fuel was transferred from four other railroad tank cars on 29 October 1949.

(3) About 400 to 500x52 $\frac{1}{2}$ -gallon barrels were filled on 2 November 1949.

(4) Fuel was transferred to tank trucks from two railroad tank cars on 4 November 1949. Some of the tank trucks, which drove to the Tsch Maserne after being filled [ ]

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(5) Fuel was transferred to barrels from three other railroad tank cars on 5 November 1949.

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8. MUNCHEN-BARNSDORF (N 51/J 95) Fuel Depot

a. It was observed on 19 November 1949 that the MUNCHEN-BARNSDORF fuel depot was guarded by an artillery detail of about 50 M. tank car was seen on the railroad spur track.

b. Only a few motor vehicles were in use in the depot, including trucks [ ] with trailers, which were observed leaving the depot in the direction of BIEDERPOELINITZ (N 51/J 94). The trucks and the trailers were loaded with gasoline barrels.

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9. MASSERHEIDE (N 53/E 68) Ammunition Dump

a. An ammunition dump was observed 1,000 to 1,300 feet south of the MASSERHEIDE railroad station on 20 October 1949. It was said that mainly infantry ammunition was stored there. Heavy machine guns were also observed.

b. The dump area is about 2,500x3,300 feet. The ammunition is stored in four warehouses, about 160x30x15 feet each.

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10. NEUBRANDENBURG (N 54/U 54) Ammunition and Fuel Dumps

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a. Ammunition dump on the NEUBRANDENBURG road, about 1½ miles north of the dismantled MARLN railroad line: Fifteen excavated bunkers, about 25x10 feet, were observed. Trucks [redacted] three times carried infantry ammunition to the railroad station during the time of observation where it was loaded on six boxcars.

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b. Fuel dump on Mierkerstrasse facing the MUELLER sawmill: Eight railroad tank cars were embedded in the ground. About ten trucks and cistern trucks [redacted]

11. POTSDAM (N 53/Z 63) Fuel Dump

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a. It was observed between 28 October and 2 November 1949 that a "Derunapht" fuel dump was being installed at the POTSDAM freight station. Three tanks, 33x20x10 feet, had already been embedded, walled up and covered with earth. A fourth tank of the same size had not been covered.

b. It was learned that Col. MENICOVSKI, who had been in charge of the main supply administration, was transferred to the Soviet Union on 1 November 1949. Lt Col. GHEKOV was appointed as his successor.

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12. RATHENOW (N 53/Z 15) Ammunition Depot

a. It was observed on 1 November 1949 that artillery ammunition was stored in the former radio plant on the RATHENOW-FREHNITZ (N 53/Z 14) highway. All work was done by Soviet artillerymen. German workers did only auxiliary work outside the warehouses.

b. The artillery ammunition was loaded on railroad cars in the plant and shipped to unknown destinations. [redacted]

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c. Officers from RATHENOW and BRANDENBURG (N 53/Z 23) were frequently observed in the depot.

d. Three trucks were observed at the entrance to the ammunition depot in the radio plant near HEIDEFELD (between RATHENOW and FORGLITZ (N 53/Z 05) on 22 November 1949:

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e. [redacted] 12 guns with calibers ranging from 100-mm to 150-mm had been unloaded and taken to the depot during the preceding night.

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13. ROSSLAU (N 52/E 17), Ammunition and Fuel Dumps

a. An ammunition dump about 2,600 feet northeast of ROSSLAU was observed on 22 and 23 November 1949. It was in a woods about 1,000 feet east of the road to LUKO (N 52/E 17). The area, about 1,150x650 feet, was secured by a double barbed wire fence and spotlights.

b. A fuel dump, about 330x260 feet, was being installed west of the LUKO highway during the time of observation. It faces the water power plant transformer station. Four semi-underground wooden sheds were seen.

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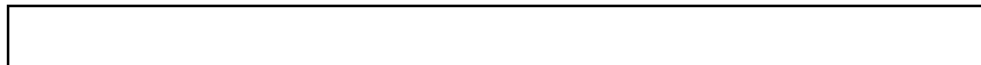
14. SATKORN (N 53/E 54) Supply Depot

a. Soviet ration supply depot was identified on 25 October 1949 in the German Army Ration Supply Depot near SATKORN on the road leading to MARGUARDT (N 53/E 54). Four solid-four-story warehouses with basements and loading-platforms, a large administrative building and a railroad spur track were observed. The offices were in the administrative building and guard units stationed at this depot were billeted there.

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15. VELTEN (N 53/E 66) Fuel Depot

a. A fuel depot, about 250 acres in area, was observed at the southeastern edge of VELTEN in October 1949.

b. The following fuels were stocked in the depot:

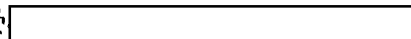
(1) 16 cisterns (about 26 feet in height and 40 feet in diameter), capacity 2,000 cu.m. of gasoline and 4,500 cu.m. diesel fuel.

(2) Three containers, 20 to 30 cu.m. of gasoline each, on brick foundations in a shed.

(3) Motor oil, lubricant and Stauffer grease, stored in five wooden cantonment buildings.

(4) 1,000 to 1,500 empty 52.5-gallon barrels were in a large storage yard north of the VELTEN-ORANIENBURG (N 53/E 67) highway.

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c. The depot allegedly supplied the army and air force units stationed in this area. The motor transport office, [REDACTED] 23 Jaegerallee, POTSDAM, also received its fuel from this depot.

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16. WARNEMUENDE (M 55/0 82) Fuel Depot

It was learned [REDACTED] on 23 November 1949 that a fuel depot with a capacity of about 50,000 tons was under construction at the Port of WARNEMUENDE beside the FINOW shipyard. It is said that the depot will stock fuels imported from the SU and that it is to be taken over by the DERUNAPHT.

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Comment:

Previous information is generally confirmed by this report. The evacuation of the large DERBEN-on-Elbe fuel depot, near the zonal border, which was reported for the first time and the installation of a large fuel depot at the Port of WARNEMUENDE appear significant (compare details). Numbering of the following comments on individual depots corresponds to the paragraphing of the report.

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1. BERNAU

a. The clothing depots were reported previously.

b. The reported motor vehicles belong to various units: Third Shock Army and Fourth Gds Meck Army (Cadre) headquarters troops, 6th Gds Meck Div (Cadre), Group of Occupation Forces Germany (GOFG) and air force.

2. DERBEN

First information that the large DERBEN fuel depot has been evacuated and probably has been deactivated. It was supplied by rail and water (Elbe River) (last report dated spring of 1948). Confirmation of this report is required, although it is very likely to have been evacuated being located near the zonal border.

3. BARBACH

a. Other information is fully confirmed by this report (see a previous report)\*.

b. The motor vehicles observed belonged to Eighth Gds Army and XXVIII Gds Rifle Corps headquarters troops, the 20th Gds Meck Div and SMA.

4. FINOW

a. previous report that work was resumed at the "Finow Industry" (former FINOW-"Waldeslust" ammunition depot) had been considered dubious, but is now fully confirmed. The ammunition depot is on ngcrmuenderstrasse (according to this report, on Lichtenfelderstrasse), and extends as far as Hohenzollern Canal.

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b. Both surface and underground installations are said to have been seized intact by the Soviets in April 1945. The buildings reported as being reconstructed were probably newly constructed or being reconditioned. Efforts are being made to obtain full information on the depot, especially as to type and extent of work done and capacity.

c. The reported motor vehicles belong to Hq Fourth Gds Mecz Army (Cadre) and headquarters troops, 7th Gds Mecz Div and the air force.

5. GERA

a. Information on an ammunition depot at the northern edge of GERA has been received since 1947, which may be the depot described in this report.

b. The reported motor vehicles belong to the 38th AT Arty Brig. Ammunition from the depot was distributed with these vehicles. The depot is likely to belong to this brigade.

6. GLOEWEN

This report contradicts previous information that the stock of the GLOEWEN ammunition depot was augmented in April and May 1949. As the reported shipments were received at night, the observer may have been wrong as to the type of the shipments and may have confused incoming with outgoing ammunition shipments. The recorded dismantling of the depot appears to be correct.

7. JUETERBOG

a. All details were reported previously.

b. Previous information on the slaughterhouse fuel depot is fully confirmed.

c. The depot is also likely to be a transloading station (filling of trucks from railroad tanks) for the large fuel depot north of JUETERBOG, which probably has been established in the village or cloister of ZENNA, according to several reports.

8. MUENCHEN-BERNSDORF

a. The fuel depot was reported previously.

b. The reported trucks belong to the 38th Gds Rifle Div.

9. HAUSENHEIDE

This dump was not previously known. It probably is small.

10. NEUSTRELITZ

a. The ammunition and fuel dumps mentioned in this report were previously known.

b. The reported motor vehicles belong to the 9th Gds Tank Div, confirming the belief that the dumps are organizational installations of this division.

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11. POTSDAM

This fuel dump was not reported previously. It may have been provided for civilian requirements. Confirmation of this report is required.

12. AMUNITION

a. Artillery ammunition was first stored in the ammunition depot in the ammo plant, therefore, it was believed to be the depot of the GHQ artillery units stationed in this area. This assumption is confirmed by the report.

b. Most of the identified motor vehicles belong to the 5th Arty Div and one vehicle to HQ IV Arty Corps. The reported guns are likely to be replacements or repaired guns, to be distributed to the units by this depot.

13. ROSLAU

Neither dump was previously reported. They are probably only for local use.

14. SATZKORN

This depot was previously reported as a 4th Gds Mech Army (Cadre) ration supply depot. The motor vehicles identified belong to Army headquarters troops of this army and to units assigned to it (10th Gds Tank Div and 25th Tank Div (Cadre)), as well as to units assigned to the GONG and those of the 2d Gds Air Div and of the Air Force.

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15. VILLEREN

This large fuel depot was previously confirmed. Located at the southeastern edge of the town (near the port), it presumably is the fuel distributing point [redacted] a unit stationed in VILLEREN.

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16. WILHELMSEN

The theory that the Soviets prefer to make incoming and outgoing fuel shipments by sea and, therefore, locate their depots in the Baltic ports (for example in ROSTOCK) has been frequently advanced, and is confirmed by this report. This depot appears to be important, judging by its large capacity. Further information is required.

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